

Part 4: APPENDICES AND MAPS

APPENDICES

APP1

PARKING, ACCESS AND TURNING

PARKING, ACCESS AND TURNING

Status: APP1 is Operative.

1. DISABLED PARKING STANDARDS

The following table applies to all zones except the city centre zones. There are no on-site parking requirements for the city centre zones. In all other zones on-site parking spaces shall be provided for persons with disabilities. Parking spaces for disabled persons must be provided in accordance with the following minimum requirements:

Activity	Parking Performance Standard	
Banks and Post Offices	Floor Area	Parking Spaces Required
	<40m ²	0
	≥40m ² but < 420m ²	1
	≥ 420m ²	2
Casinos	Minimum Parking Spaces	1
	2 shall be provided where:	(persons gambling facility designed to cater for/5) + (staff employed on the site at any one time/2) ≥ 10.5
	3 shall be provided where:	(persons gambling facility designed to cater for/5) + (staff employed on the site at any one time/2) ≥ 98.5
Daycare centres (includes Kōhanga Reo, playcentres, kindergartens and all like activities)	Staff	Parking Spaces Required
	Staff ≤ 9	1
	Staff > 9	2
Holiday Rental Accommodation	Unit Design Capacity	Parking Spaces Required
	Persons < 4	0
	Persons ≥ 4	1
Home based business enterprise	1 parking space required	
Hospitals	Minimum Parking Spaces	1
	2 shall be provided where:	(beds/5) + (staff employed on the site at any one time/2) ≥ 10.5
	3 shall be provided where:	(beds/5) + (staff employed on the site at any one time/2) ≥ 98.5

Activity	Parking Performance Standard	
Household Residential units (includes dwelling houses, subsidiary household residential units, residential accommodation and all like activities, but excludes holiday rental accommodation)	0	
Indoor and outdoor commercial recreation facilities and places of assembly (includes churches, community facilities, convention centres, marae and all like activities)	Design Capacity	Parking Spaces Required
	<10 persons	0
	≥10 persons, but < 105 persons	1
	≥105 persons, but < 985 persons	2
Plus an additional 1 space for every additional 500 persons		
Industrial activities (includes storage facilities and all like activities)	Net Floor Area	Parking Spaces Required
	< 2,750m ²	1
	≥ 2,750m ²	2
Industrial activities in the rural areas such as dairy manufacturing and geothermal power station and associated steamfield activities.	Employees	Parking Spaces Required
	< 5	1
	≥ 5, but < 93	2
Plus an additional 1 space for every 50 employees		
Medical centres	Net Floor Area	Parking Spaces Required
	<100m ²	0
	≥100m ² , but < 1,050 m ²	1
	≥ 1,050 m ²	2
Medium Density Housing in the Commercial 3 Zone within the Wharenui Road area.	Household Residential Units	Parking Spaces Required
	< 7	1
	≥ 7	2
Motor vehicle repair garage (includes service stations and all like activities)	Minimum Parking Spaces	1
	2 shall be provided where:	There are 3 or more service bays; or There are 2 service bays and 4 or more staff are employed on site at any one time.
Offices (includes administrative and professional offices, information centres,	Net Floor Area	Parking Spaces Required
	<100m ²	0
	≥100m ² , but < 1,050 m ²	1

Activity	Parking Performance Standard	
veterinary hospitals and all like activities)	$\geq 1,050 \text{ m}^2$	2
Other activities	To be determined on the basis of the particular proposal with a view to avoiding, remedying or mitigating any adverse effects on the environment.	
Premises for the consumption of liquor (includes taverns, bars, nightclubs, chartered clubs and all like activities)	Minimum Parking Spaces:	1
	2 shall be provided where:	$(3 \times \text{bar space capacity}/10) + (\text{staff employed on the site at any one time}/2) \geq 10.5$
	3 shall be provided where:	$(3 \times \text{bar space capacity}/10) + (\text{staff employed on the site at any one time}/2) \geq 98.5$
Residential activities in the Wharenui Road area	0	
Restaurants	Design (seats)	Parking Spaces Required
	< 4	0
	≥ 4 , but < 42	1
	≥ 42	2
Schools (includes primary and intermediate and secondary schools)	Minimum Parking Spaces:	1
	2 shall be provided where:	$(2 \times \text{staff members} / 3) + (\text{number of students over 16 years}/20) \geq 10.5$
	3 shall be provided where:	$(2 \times \text{staff members} / 3) + (\text{number of students over 16 years}/20) \geq 98.5$
Comprehensive retail developments and retail shops (includes dairies, tourist shops, premises for the sale of liquor for consumption off the premises, retail activities, ancillary retail activities, pharmacies, travel agencies and all like activities)	Net Floor Area	Parking Spaces Required
	< 18m^2	0
	$\geq 18\text{m}^2$, but < 190m^2	1
	$\geq 190\text{m}^2$, but < 1773m^2	2
Plus another space for every 900m^2 floor area		

Activity	Parking Performance Standard							
Supermarkets	Minimum Parking Spaces:	1						
	2 shall be provided where:	$(\text{Retail net floor area}/20) + (\text{net floor area for staff amenity, office or storage}/40) \geq 10.5$						
	3 shall be provided where:	$(\text{Retail net floor area}/20) + (\text{net floor area for staff amenity or office or storage}/40) \geq 98.5$						
	Plus an additional space for every 1,000m ² retail net floor area or 2,000m ² net floor area for staff amenity, office or storage.							
Trade retail and Large format retail	Minimum Parking Spaces:	1						
	2 shall be provided where:	$(\text{net floor area}/40) + (\text{outdoor retail space}/100) \geq 10.5$						
	3 shall be provided where:	$(\text{net floor area}/40) + (\text{outdoor retail space}/100) \geq 98.5$						
	Plus an additional space for every 2,000m ² net floor area or 5,000m ² outdoor retail space.							
Backpacker lodges and Youth hostels	Minimum Parking Spaces:	1						
	2 shall be provided where:	$(\text{beds}/3) + (\text{staff employed on site at one time}/2) \geq 10.5$						
Bed and Breakfast (and all like activities)	<table border="1"> <thead> <tr> <th>Design (persons)</th> <th>Parking Spaces Required</th> </tr> </thead> <tbody> <tr> <td>< 17</td> <td>1</td> </tr> <tr> <td>≥ 17</td> <td>2</td> </tr> </tbody> </table>		Design (persons)	Parking Spaces Required	< 17	1	≥ 17	2
	Design (persons)	Parking Spaces Required						
	< 17	1						
≥ 17	2							
Motels	<table border="1"> <thead> <tr> <th>Accommodation Units</th> <th>Parking Spaces Required</th> </tr> </thead> <tbody> <tr> <td>< 11</td> <td>1</td> </tr> <tr> <td>≥ 11</td> <td>2</td> </tr> </tbody> </table>		Accommodation Units	Parking Spaces Required	< 11	1	≥ 11	2
	Accommodation Units	Parking Spaces Required						
	< 11	1						
≥ 11	2							
Tourist House Licensed Premises and Hotels	Minimum Parking Spaces:	1						
	2 shall be provided where:	number of accommodation units + (staff employed on the site at any one time/2) ≥ 10.5						
	3 shall be provided where:	number of accommodation units + (staff employed on the site at any one time/2) > 98.5						

Advice Note:

Accessible car parking requirements may also apply under the Building Code – refer to Acceptable Solution D1/AS1 and NZS 4121.

2. TURNING STANDARDS

This part outlines where on-site turning is required.

a. Requirement to provide on-site turning

Where cars will enter a site, on-site turning shall be provided so vehicles can enter and exit the site in a forward motion. There are varying requirements to provide on-site turning areas along the different roads. The requirements are as follows:

- i. Sites adjacent to Urban Primary, Urban Secondary and Rural Primary Arterials, Rural Collector and Urban Collector Roads as identified in EIT Energy, Infrastructure and Transport are required to provide on-site turning area.
- ii. Sites adjacent to all other roads are not required to provide on-site turning area, except where:
 1. The site is accessed by a private access serving more than 8 residential units. In this case, a turning area shall be required to prevent reverse maneuvers onto the road network. The area may be located within the private access.
 2. the vehicle entrance is within 15m from the edge of the carriageway of any street intersection (including the opposite side of a "T" junction; and
 3. the vehicle entrance is within 15m of any traffic calming or traffic control structures.
 4. for the purpose of this rule a traffic calming structure includes any speed hump or chicane, and a traffic control structure includes a central median or island, traffic lights, stop sign, or give way sign.
- iii. Newly formed roads not yet classified in the roading hierarchy: For new roads that are not within the Residential Zone, Council will assess the classification of the road in terms of the guidelines provided in the schedule and the information available for classification. On-site turning requirements as outlined in (2)(i) and (ii) will apply in terms of the classification assigned to the new road.

3. DESIGN AND CONSTRUCTION

a. Design and construction of access and on-site turning and parking areas

Where on-site turning and parking is required, the design and construction of these areas shall be in accordance with the following:

- i. **Parking and turning dimensions for light vehicles**

On-site parking areas shall be designed in accordance with the New Zealand Standards, Parking facilities: Off street car parking, NZS2890.1, and as illustrated in Figure APP1-1.
- ii. **Design of par Parking spaces required for disabled persons**

On-site parking spaces provided for persons with disabilities shall be designed in accordance with the New Zealand Standards, Parking Facilities: Off-Street Parking for people with disabilities, NZS2890.6.
- iii. **Turning curves for commercial/industrial delivery access**

To cater for the type of vehicles expected to use the site, commercial/industrial delivery access should be designed in accordance with the following document held by New Zealand Transport Agency: Land Transport New Zealand, RTS18 New Zealand: on-road tracking curves for heavy motor vehicles.
Off-street commercial vehicle facilities should be designed in accordance with Australian

Standards 2890.2: 2002, off-street commercial vehicle facilities.

iv. Turning curves for service lanes and similar accessways

An 8m rigid truck shall be used for design of ordinary service delivery areas and service lanes.

v. Turning curves for private access serving 8 or more residential units

A 10.5m rigid truck shall be used for the design of turning areas

b. Construction details for driveways and on-site parking and turning areas

The construction of on-site parking areas, driveways and turning areas shall be in accordance with the following:

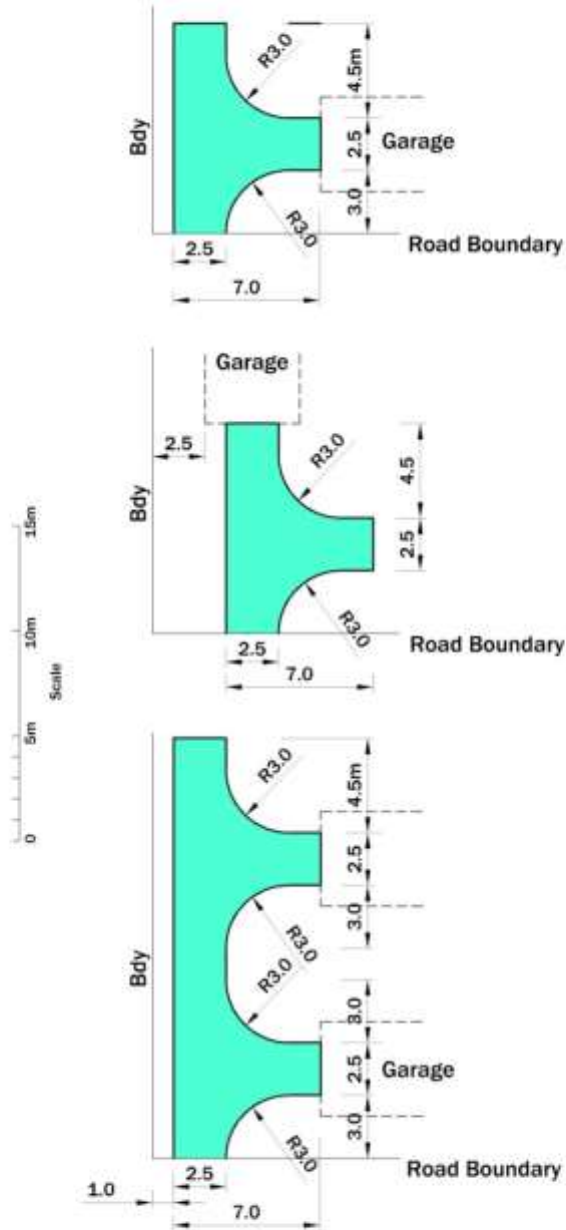
All on-site parking areas, driveways and turning areas shall be designed, formed, drained and constructed as part of the activity and shall be surfaced with permanent wearing materials {Including, but not limited to concrete, cobblestones, asphaltic concrete (hotmix), chip, sealed surfaces, or any paver with tight joints}, provided that:

- i. For any site located in a residential or rural zone where the activity is a single residential unit, or single residential unit and an additional residential unit, all on-site parking areas, driveways and turning areas shall be designed, formed, drained and constructed as part of the activity and shall be surfaced with all-weather materials (e.g. metalled surfaces) subject to the following performance standard:
 1. Any driveway area with a gradient steeper than 1 in 20 shall be sealed and have a kerb and channel.
 2. The driveway and parking and turning area shall be designed so that stormwater is controlled and discharged to a drainage system and so that surface water, silt or detritus is not discharged to adjacent sites (including roads).

Figure APP1-1

TYPICAL MINIMUM OFF STREET TURNING DIMENSIONS

(85 PERCENTILE CLASS CAR AND LIGHT VAN)



NOTE:
Flats, units etc. may need
provision to share
the turning area.

DR02352: Parking facilities - Part 1: Off-street parking
DRAFT AUSTRALIAN / NEW ZEALAND STANDARD

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4. ACCESS TO THE TRANSPORT NETWORK

a. Information requirement for Integrated Transport Assessment

An Integrated Transport Assessment (ITA) is a comprehensive review of all the potential transport impacts of a development proposal.

Its purpose is to identify appropriate transport information that is required to assist in better aligning land use and multi-modal transport at both the local and regional level and to provide information on how a proposed development is located, designed and managed to promote access by a choice of modes and to identify any mitigation required to address the adverse impacts of a proposal on the transport system, including the state highway network.

Council staff may require an ITA to accompany an application for resource consent where this is within the discretion of Council and deemed necessary. Development scale thresholds that trigger the requirement for an ITA are provided in the Table below.

Activity	Threshold
1. Residential	100 residential units or rest home units. For rest homes the number of units shall be considered to include standalone units or apartments as well as beds in a care facility.
2. Retail (not including food)	1000m ² NFA
3. Restaurant	1000m ² NFA
4. Takeaway food premises	500m ² NFA
5. Commercial Offices	4000m ² NFA
6. Industrial activities	7000m ² NFA
7. Educational facilities	100 students

NFA- Net Floor Area as per definition of 'Floor Area'.

Council staff can give guidance as to the level of detail that will be commensurate with the activity proposed. ITAs may vary in terms of the level of detail and breadth of assessment required. For developments where there is potential for adverse effects that may be more than minor, the ITA will need to be prepared by a suitably qualified person. Below is some guidance as to the content required for ITAs.

- i. Outline of relevant development parameters (location, size, hours of operation, configuration of access and vehicle circulation on-site).
- ii. Baseline conditions of the road network (traffic/pedestrian movements, intersection and access way capacities, provision for public transport, walking and cycling).
- iii. Future conditions of road network (analysis of 'likely traffic generation, impact of proposed development, provision for public transport, walking and cycling).
- iv. Cumulative Effects (Analysis of cumulative effects in considering permitted and consented activities in the existing environment).
- v. Mitigation (Road network improvement measures; public transport improvement measures - walking/cycling facilities; parking management; travel plan).
- vi. Safety Audit of access proposals and any related changes to the network through mitigation.
- vii. Construction effects.

A more comprehensive guide on ITA content requirements is available from the New Zealand Transport Agency research report 422 - Integrated transport assessment guidelines, November 2012. That document is available at <http://www.nzta.govt.nz/resources/research/reports/422>.

b. Information requirement for a Transport Assessment (20-99 residential units or lots or rest home units)

A transport assessment is a simple review of the effects of a development on the road network immediately surrounding the site and must be prepared by a suitably qualified person. Its purpose is to assess the effects of the development on the safe and efficient operation of the adjacent road network, including ensuring the road network can accommodate relevant service vehicles (waste collection trucks, delivery trucks) and emergency service vehicles.

A transport assessment is required for a subdivision or land use consent for 20 to 99 residential units or rest home units or lots on a site, above which an Integrated Transport Assessment will be required in accordance with APP1 (4)(a).

For rest home units the number of units shall be considered to include standalone units or apartments as well as beds in a care facility.
